APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CBM08

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF SHARONVILLE CODE# 061-71892

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 15 / 00

CONTACT: MARK A. KLUESENER, P.E. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL mkluesener@cds-assoc.com

PROJECT NAME: E. KEMPER ROAD IMPROVEMENTS (MOSTELLER TO U.S. 42)

SUBDIVISION TYPE
(Check Only 1)
__1. County
x 2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $1,103,100.00
__ 2. Loan $_____
__ 3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
x 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$ 2,206,200.00 FUNDING REQUESTED:$ 1,103,100.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$_____ LOAN ASSISTANCE:$_____

SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.

RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check Only 1)
___State Capital Improvement Program ___Small Government Program
___Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan_____

OFFICE OF NEW BURLINGTON COUNTY ENGINEER
00 SEP 22 PM 2:37

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$. 00		
Final Design	$. 00		
Bidding	$. 00		
Construction Phase	$. 00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.) Construction Costs:		$ 2,005,650.00	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ 200,550.00	
g.) TOTAL ESTIMATED COSTS:		$ 2,206,200.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 992,790.00	45%
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER MRF (2001)	$ 110,310.00	05%
	SUBTOTAL LOCAL RESOURCES:	$ 1,103,100.00	50%
d.)	OPWC Funds		
	1. Grant	$ 1,103,100.00	50%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 1,103,100.00	50%
e.)	TOTAL FINANCIAL RESOURCES:	$ 2,206,200.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: E. KEMPER ROAD IMPROVEMENTS (Mosteller to U.S. 42)

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Kemper Road is an east-west arterial through the middle of Sharonville. The section submitted for funding is from Mosteller Road to U.S. 42.

PROJECT ZIP CODE: 45241

B: PROJECT COMPONENTS:

The major component is the widening of Kemper Road to a three-lane typical section to allow for the creation of a two-way left turn lane. The road will be widened along the entire length of the project. Type 2 curb and gutter will be added to both sides of the widened road. In some areas, the profile will be raised in order to facilitate pavement drainage. A new storm sewer system will be installed to replace the inadequate roadside ditches and driveway culverts. ~~Another major component is the addition of a bike path along the south side of Kemper Road.~~ Other components include replacing the railroad crossing east of Reading, resurfacing the entire roadway, signage and pavement markings, utility adjustments as required, and a traffic signal at Depot Drive.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

The new road will have a 3-11' lanes (a through lane in each direction and a two-way left turn lane) for a total pavement width of 33'. The current pavement width averages about 24'. Type 2 curb and gutter will add an additional 2.5' on each side of the roadway. ~~A 5' grass strip will separate the back of the south curb from the bike path. The bike path will be 8' in width.~~ There is 60' of right-of-way (sufficient for the proposed improvements) for most of the project length with some areas exceeding 60'. Project length is approximately 7,700'.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Current ADT (1999) is 13,812, west of Reading Road, and 10,094, east of Reading Road. The ADT projected for 2009 (historic growth rate 1.35) is 15,796, west of Reading Road. The ADT projected for 2009 (historic growth rate 2.36) is 12,746, east of Reading Road.

Road or Bridge: Current ADT _____ Year: 1999 Projected ADT: _____ Year: 2009

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____

Stormwater: Number of households served: _____

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life:_____Years Roadway

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT $ 818,190.00

TOTAL PORTION OF PROJECT NEW/EXPANSION $ 284,910.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	06 / 05 / 00	12 / 29 / 00
4.2	**Bid Advertisement and Award:**	07 / 09 / 01	08 / 13 / 01
4.3	**Construction:**	09 / 10 / 01	08 / 30 / 02
4.4	**Right-of-Way/Land Acquisition:**	02 / 05 / 01	05 / 31 / 01

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER	Honorable Virgil G. Lovitt, II
TITLE	Mayor
STREET	City of Sharonville
	10900 Reading Road
CITY/ZIP	City of Sharonville, Ohio 45241
PHONE	(513) 563-1144
FAX	(513) 563-0617
E-MAIL	

5.2 CHIEF FINANCIAL

OFFICER	Ms. Janet L. Barger
TITLE	Auditor
STREET	City of Sharonville
	10900 Reading Road
CITY/ZIP	City of Sharonville, Ohio 45241
PHONE	(513) 563-1144
FAX	(513) 563-0617
E-MAIL	

5.3 PROJECT MANAGER

PROJECT MANAGER	Mr. Al Ledbetter
TITLE	Safety Service Director
STREET	City of Sharonville
	10900 Reading Road
CITY/ZIP	City of Sharonville, Ohio 45241
PHONE	(513) 563-1144
FAX	(513) 563-0617
E-MAIL	

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

[x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Al Ledbetter, Safety Service Director
Certifying Representative (Type or Print Name and Title)

9-20-00
Signature/Date Signed

CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

DATE: 08/28/00

KEMPER ROAD IMPROVEMENTS - PHASE 1

PROJECT: 98040

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		ROADWAY				
1	201	CLEARING AND GRUBBING	1	L.S.	$15,000.00	$15,000.00
2	202	CATCH BASIN REMOVED	2	EA.	$200.00	$400.00
3	202	CONCRETE PAVEMENT REMOVED	656	S.Y.	$5.00	$3,280.00
4	202	CURB REMOVED	619	L.F.	$3.00	$1,857.00
5	202	FENCE REMOVED	1,100	L.F.	$1.00	$1,100.00
6	202	TRENCH DRAIN REMOVED	1	EA.	$500.00	$500.00
7	202	CURB AND GUTTER REMOVED	35	L.F.	$4.00	$140.00
8	202	PIPE REMOVED, 24" AND UNDER	22	L.F.	$25.00	$550.00
9	203	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	880	C.Y.	$7.50	$6,600.00
10	203	EMBANKMENT	2,150	C.Y.	$10.00	$21,500.00
11	203	SUBGRADE COMPACTION	2,544	S.Y.	$1.50	$3,816.00
12	203	PROOF ROLLING	10	HR.	$100.00	$1,000.00
13	254	PAVEMENT PLANING, BITUMINOUS - VARIABLE DEPTH	6,065	S.Y.	$2.00	$12,130.00
14	301	BITUMINOUS AGGREGATE BASE - DRIVEWAYS/BIKE PATH	201	C.Y.	$90.00	$18,090.00
15	301	BITUMINOUS AGGREGATE BASE - ROADWAY	844	C.Y.	$70.00	$59,080.00

*DENOTES CONTINGENCY ITEM - USE ONLY AT THE DIRECTION OF THE ENGINEER

CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

DATE: 08/28/00

KEMPER ROAD IMPROVEMENTS - PHASE 1

PROJECT: 98040

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
16	304	AGGREGATE BASE - BIKE PATH	188	C.Y.	$35.00	$6,580.00
17	403	ASPHALT CONCRETE w/ 100% CRUSHED AGGREGATE	420	C.Y.	$75.00	$31,500.00
18	404	ASPHALT CONCRETE w/ 100% CRUSHED AGGREGRATE - DRIVEWAYS	214	C.Y.	$100.00	$21,400.00
19	404	ASPHALT CONCRETE w/ 100% CRUSHED AGGR. - ROADWAY	359	C.Y.	$75.00	$26,925.00
20	407	TACK COAT (@ 0.10 Gal/SY)	606	GAL.	$1.00	$606.00
21	452	PLAIN CONCRETE PAVEMENT(8") - DRIVEWAYS	187	S.Y.	$40.00	$7,480.00
22	606	GUARDRAIL, TYPE 5	75	L.F.	$20.00	$1,500.00
23	606	ANCHOR ASSEMBLY, TYPE T	2	EA.	$500.00	$1,000.00
24	607	FENCE, TYPE CL	1,100	L.F.	$20.00	$22,000.00
25	608	CURB RAMP, TYPE 2	1	EA.	$750.00	$750.00
26	609	CURB, TYPE 6	33	L.F.	$20.00	$660.00
27	609	COMBINATION CURB/GUTTER, TYPE 2	4,072	L.F.	$12.00	$48,864.00
28	609	TYPE 1 ASPHALT CURB	101	L.F.	$6.00	$606.00
29	SPL	PAVEMENT JOINT REINFORCEMENT FABRIC, AS PER PLAN	2,400	L.F.	$3.50	$8,400.00
30	SPL	EXIST. MAILBOX RELOCATED, AS PER PLAN	1	EA.	$100.00	$100.00

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CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

DATE: 08/28/00

KEMPER ROAD IMPROVEMENTS - PHASE 1 PROJECT: 98040

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		EROSION CONTROL				
31	207	TEMPORARY SEEDING AND MULCHING	1,150	S.Y.	$0.50	$575.00
32	207	STRAW BALES	60	EA.	$5.00	$300.00
33	207	FILTER FABRIC FENCE	4,000	L.F.	$2.00	$8,000.00
34	659	COMMERCIAL FERTILIZER	1	TON	$300.00	$150.00
35	659	WATER	15	MGAL.	$20.00	$300.00
36	659	SEEDING AND MULCHING	5,760	S.Y.	$0.50	$2,880.00
		DRAINAGE				
37	602	HEADWALL, STD.NO. HW-4B FOR 36" CONDUIT	1	EA.	$1,000.00	$1,000.00
38	603	6" CONDUIT (706.01,706.02,706.08 w/JOINTS per 706.11 or 706.12)	100	L.F.	$15.00	$1,500.00
39	603	6" CONDUIT (707.41)	6	L.F.	$15.00	$90.00
40	603	12" CONDUIT (706.02)	231	L.F.	$40.00	$9,240.00
41	603	FARM DRAINS	50	L.F.	$5.00	$250.00
42	604	CATCH BASIN, CB-3 w/ V-GRATE	9	EA.	$2,000.00	$18,000.00
43	604	CATCH BASIN, CB-3A w/ V-GRATE	2	EA.	$1,500.00	$3,000.00
44	604	CATCH BASIN, CB-3-MOD w/ V-GRATE	2	EA.	$2,500.00	$5,000.00

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CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

DATE: 08/28/00

KEMPER ROAD IMPROVEMENTS - PHASE 1

PROJECT: 98040

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
45	604	CATCH BASIN, CB-2-6	1	EA.	$2,500.00	$2,500.00
46	604	TRENCH DRAIN	27	L.F.	$100.00	$2,700.00
47	604	MANHOLE, TYPE MH-3	6	EA.	$2,000.00	$12,000.00
48	604	STORM MANHOLE ADJUSTED TO GRADE	2	EA.	$300.00	$600.00
49	604	SANITARY SEWER MANHOLE ADJUSTED TO GRADE	4	EA.	$300.00	$1,200.00
50	604	SANITARY SEWER MANHOLE RECONSRUCTED TO GRADE WITH ECCENTRIC CONE	4	EA.	$1,000.00	$4,000.00
51	604	CATCH BASIN, ADJUSTED TO GRADE	2	EA.	$200.00	$400.00
52	605	UNCLASSIFIED PIPE UNDERDRAIN, 707.15	100	L.F.	$5.00	$500.00
53	605	AGGREGATE DRAINS FOR SPRINGS	100	L.F.	$5.00	$500.00
		MAINTENANCE OF TRAFFIC				
54	614	MAINTAINING TRAFFIC	1	L.S.	$30,000.00	$30,000.00

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CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

DATE: 08/28/00

KEMPER ROAD IMPROVEMENTS - PHASE 1 PROJECT: 98040

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		TRAFFIC				
55	630	REMOVAL OF GROUND MOUNTED SIGN AND SUPPORT AND REERECTION	2	EA.	$50.00	$100.00
56	630	REMOVAL OF GROUND MOUNTED SIGN AND STORAGE	9	EA.	$20.00	$180.00
57	630	GROUND MOUNTED SUPPORT, No. 3 POST	104	L.F.	$6.00	$624.00
58	630	SIGN, FLAT SHEET	78	S.F.	$10.00	$782.50
59	625	PULLBOX REMOVED AND REPLACED, AS PER PLAN	3	EA.	$500.00	$1,500.00
60	625	13"x18" PULLBOX, 713.08	1	EA.	$500.00	$500.00
61	625	18" PULLBOX, 713.08	1	EA.	$500.00	$500.00
62	625	TRENCH	290	L.F.	$5.00	$1,450.00
63	625	TRENCH IN PAVED AREAS, TYPE B	60	L.F.	$25.00	$1,500.00
64	625	2" CONDUIT, 713.07	290	L.F.	$4.00	$1,160.00
65	625	4" CONDUIT, 713.07	290	L.F.	$6.00	$1,740.00
66	632	LOOP DETECTOR UNIT, AS PER PLAN	1	EA.	$150.00	$150.00
67	632	DETECTOR LOOP	6	EA.	$750.00	$4,500.00
68	632	LOOP DETECTOR LEAD-IN CABLE	2,358	L.F.	$1.00	$2,358.00

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CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

DATE: 08/28/00

KEMPER ROAD IMPROVEMENTS - PHASE 1 PROJECT: 98040

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
69	~~633~~	CONTROLLER MISCELLANEOUS:MODIFICATION OF CONTROLLER AND CABINET	~~1~~	~~EA.~~	~~$500.00~~	~~$500.00~~
70	642	EDGE LINE (4")	0.13	MILE	$150.00	$19.50
71	642	CENTER LINE (4")	0.72	MILE	$250.00	$180.00
72	642	CHANNELIZING LINE (6")	363	L.F.	$1.00	$363.00
73	642	STOP LINE (24")	83	L.F.	$3.00	$249.00
74	642	TRANSVERSE LINES (12")	140	L.F.	$1.50	$210.00
75	642	RAILROAD SYMBOL MARKING	2	EA.	$250.00	$500.00
76	642	LANE ARROW	9	EA.	$50.00	$450.00
77	642	WORD ON PAVEMENT	1	EA.	$50.00	$50.00
		WATER WORKS				
78	638	RELOCATE EXISTING FIRE HYDRANT	5	EA.	$1,200.00	$6,000.00
79	638	WATERMAIN VALVE CHAMBER TOP ADJUSTED TO GRADE WITH SHIM RING, LABOR AND MATERIAL	1	EA.	$300.00	$300.00
		RAILROAD				
80	SPL	REMOVE/REPLACE RAILROAD CROSSING SIGNALS	1	LUMP	$100,000.00	$100,000.00
81	SPL	CONCRETE RAILROAD CROSSING WITH RUBBER PANELS	96	L.F.	$700.00	$67,200.00

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CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

DATE: 08/28/00

KEMPER ROAD IMPROVEMENTS - PHASE 1

PROJECT: 98040

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		SUBTOTAL				$621,165.00
		CONTINGENCIES (10%)				$62,116.50
		TOTAL				$683,281.50

*DENOTES CONTINGENCY ITEM - USE ONLY AT THE DIRECTION OF THE ENGINEER

CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

DATE: 09/21/00

KEMPER ROAD PHASE 2 (MOSTELLER TO READING)

PROJECT: 1999036

Item No	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	201	CLEARING AND GRUBBING	1	L.S.	$10,000.00	$10,000.00
2	202	(REMOVAL ITEMS)	1	L.S.	$30,000.00	$30,000.00
3	203	EXCAVATION NOT INCLUDING EMBANKMENT CONSTRUCTION	2,900	C.Y.	$7.50	$21,750.00
4	203	EMBANKMENT	3,450	C.Y.	$10.00	$34,500.00
5	203	SUBGRADE COMPACTION	12,300	S.Y.	$1.50	$18,450.00
6	254	PAVEMENT PLANING, BITUMINOUS	11,300	S.Y.	$2.00	$22,600.00
7	301	BITUMINOUS AGGREGATE BASE, 9" (FULL DEPTH)	1,410	C.Y.	$70.00	$98,700.00
8	304	5" AGGREGATE BASE (BIKEWAY)	577	C.Y.	$35.00	$20,195.00
9	403	ASPHALT CONCRETE (1.5")	710	C.Y.	$75.00	$53,250.00
10	404	ASPHALT CONCRETE (1.5")	710	C.Y.	$100.00	$71,000.00
11	404	ASPHALT SURFACE, 2" (BIKEWAY)	230	C.Y.	$100.00	$23,000.00
12	407	TACK COAT	1,690	GAL.	$1.00	$1,690.00
13	603	12" CONDUIT, TYPE B	1,265	L.F.	$40.00	$50,600.00
14	603	24" CONDUIT, TYPE B	5,000	L.F.	$60.00	$300,000.00
15	603	CATCH BASIN STD. NO 3 W/ VANE GRATE	45	EA.	$2,000.00	$90,000.00
16	604	STORM MANHOLES	23	EA.	$2,000.00	$46,000.00

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CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

DATE: 09/21/00

KEMPER ROAD PHASE 2 (MOSTELLER TO READING)

PROJECT: 1999036

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
17	604	HEADWALL STD NO. HW-1 FOR 24" CONDUIT	8	EA.	$1,500.00	$12,000.00
18	604	ADJUST EXISTING SANITARY MANHOLE	38	EA.	$300.00	$11,400.00
19	604	ADJUST EXISTING STORM MANHOLE	10	EA.	$300.00	$3,000.00
20	606	GUARDRAIL, TYPE 5	450	L.F.	$11.00	$4,950.00
21	609	CONCRETE CURB AND GUTTER	9,200	L.F.	$12.00	$110,400.00
22	614	MAINTAINING TRAFFIC	1	LS	$50,000.00	$50,000.00
23	630	SIGNAGE	1	LS	$10,000.00	$10,000.00
24	632	SIGNAL WORK	1	LS	$75,000.00	$75,000.00
25	644	PAVEMENT MARKING	1	LS	$10,000.00	$10,000.00
26	653	TOPSOIL FURNISHED AND PLACED	1,200	C.Y.	$30.00	$36,000.00
27	659	SEEDING AND MULCHING	7,000	S.Y.	$0.50	$3,500.00
28	SPL.	RETAINING WALL	1,900	S.F.	$35.00	$66,500.00
29	SPL.	WATER WORKS	1	LS	$100,000.00	$100,000.00
		SUB-TOTAL				**$1,384,485.00**
		10% CONTINGENCY				**$138,433.50**
		TOTAL				**$1,522,918.50**

*DENOTES CONTINGENCY ITEM - USE ONLY AT THE DIRECTION OF THE ENGINEER

CDS Associates, Inc.

PROJECT: CDS Associates, Inc.

DATE: 09/21/00

KEMPER ROAD PHASE 2 (MOSTELLER TO READING)

PROJECT: 1999036

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
		GRAND TOTAL (PHASE 1 & 2)				$2,206,200.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE KEMPER ROAD IMPROVEMENTS WILL BE 15 YEARS FOR THE ASPHALT SURFACE, 20 YEARS FOR THE CONCRETE CURB AND GUTTER, AND 50 YEARS FOR THE STORM SEWER IMPROVEMENTS.

THE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLANS, AND CURRENT CONSTRUCTION COSTS. ACTUAL COST IS SUBJECT TO ADJUSTMENT UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

Mark A. Kluesener 9-15-00

Mark A. Kluesener, P.E.
Ohio Registration #48151

*DENOTES CONTINGENCY ITEM - USE ONLY AT THE DIRECTION OF THE ENGINEER

CITY
OF
SHARONVILLE

10900 Reading Road
Sharonville, Ohio 45241
(513) 563-1144
FAX (513) 563-0617

ADMINISTRATIVE OFFICES

VIRGIL G. LOVITT, II, MAYOR

SAFETY/SERVICE DIRECTOR
Al Ledbetter

BUDGET DIRECTOR
Daniel J. Burke

CERTIFICATION OF FUNDS

Concerning the E. Kemper Road Widening Improvement Project, the City of Sharonville will contribute $992,790.00 toward the project, an amount equal to 45% local contribution.

I hereby certify the $992,790.00 portion of the local share for the above project will be available and appropriated on or before the date listed in the Project Schedule Section.

The City of Sharonville has also applied for a grant of $110,310.00 from Municipal Road Funds as an additional 5% local share toward the State Capital Improvement Funding application for a total local share of 50% (see enclosed MRF application).

Janet L. Barger

Janet L. Barger, Auditor

Al Ledbetter, Safety Service Director

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: **Use one form for each project.**
Assign priority to projects.
The application cost estimate shall be prepared: By the Municipality's Engineer or a Registered Engineer of the Municipality's choosing.
Submit before August 4.

(1) Municipality City of Sharonville

(2) Road Name East Kemper Road

(3) Project Limits Mosteller Road to U.S. 42 (5,300' ±)

(4) Project Priority (1) 2001

(5) Present Roadway Data:

(a) Pav't. Width 24' (b) R/W Width 60' (c) Curb Type N/A

(d) Type Surface Asphalt (e) Type Base Bituminous (f) Shldr. Type Varies Gravel - Asphalt

(g) Shldr. Width Varies 1' - 3' (h) Year Last Resurfaced Unknown

(6) **Present condition of project area: List deficiencies and reasons for improvement.**

Kemper Road currently is a two lane roadway with no curb and gutter. Various ditches and culverts along the roadway handle storm water drainage. (A project is currently under construction to replace the culvert just west of Depot Drive). Roadside drainage is poor due to a lack of longitudinal slope and/or inadequate storm drainage systems. The roadway surface itself is in average shape. There is some deterioration of the pavement along the edge of the road. Longitudinal cracks have also occurred in a few spots. The road has heavy truck traffic due to the large cluster of commercial and industrial businesses off of Kemper Road.

(7) **Project description or statement of work to be done: Include width and type of new pavement and other project particulars.**

9' widening to provide 33' of pavement. This would create three 11' lanes with a two-way left turn lane

RESOLUTION 2000 - R - 20

TO APPOINT A CHIEF EXECUTIVE OFFICER, A CHIEF FINANCIAL OFFICER AND A PROJECT MANAGER, TO SUBMIT A STATE CAPITAL IMPROVEMENT PROGRAM APPLICATION TO THE STATE DISTRICT PUBLIC WORKS INTEGRATING COMMITTEE, AND AUTHORIZING THE EXECUTION OF AN AGREEMENT WITH THE OHIO PUBLIC WORKS COMMISSION

WHEREAS, the Council of the City of Sharonville has identified several infrastructure projects which are in need of corrective repairs; and

WHEREAS, the City of Sharonville wishes to undertake such repairs by means of funds available as part of the SCIP/LTIP Grant Program; and

WHEREAS, the Safety Service Director shall be authorized to recommend such repairs and execute such contracts as are necessary for such repairs; and

WHEREAS, the City of Sharonville wishes to submit a 2001 SCIP/LTIP Grant application to the Ohio Public Works Commission; and,

WHEREAS, the Safety Service Director shall be authorized to enter into contracts on behalf of the City of Sharonville.

NOW, THEREFORE BE IT HEREBY RESOLVED BY THE COUNCIL OF THE CITY OF SHARONVILLE, OHIO THAT:

SECTION I: For purposes of the State Capital Improvement Program:

a) the Mayor of the City of Sharonville shall be its Chief Executive Officer,
b) the Auditor of the City of Sharonville shall be its Chief Financial Officer,
c) the Safety Service Director of the City of Sharonville shall be its Project Manager.

SECTION II: The Safety Service Director is hereby authorized to submit an application to the District Public Works Integrating Committee for the proposed East Kemper Road widening.

SECTION III: The Mayor is hereby authorized to execute a project agreement with the Ohio Public Works Commission for 2001.

Eugene V. Martin
J. John Steckler
President of Council

Passed: September 12, 2000

Attest: Martha Cross Funk
Clerk of Council

9/12
RABE
HARD

Approved: September 12, 2000

Virgil Lovitt
MAYOR VIRGIL G. LOVITT, II

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.

Mark A. Klueener 9-15-00

SIGNATURE DATE

ather :
unted by:Ehim, Jtol
ard # :01505
her :

CDS Associates, Inc.
11120 Kenwood Road
Cincinnati, Ohio 45242
(513) 791-1700

Site Code : 099002012016
Start Date: 06/30/99
File I.D. : SERNVL16

reet name :Kemper Rd. Cross street:E of Mosteller Direction 1 Page : 2

gin	<------ WB ------>				<------ EB ------>				<------Combined------>				Thursday
me	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.		
:00 07/01	22		150		9		136		31		286		
:15	5		156		6		118		11		274		
:30	13		155		7		138		20		293		
:45	3	43	131	592	4	26	125	517	7	69	256	1109	
:00	3		151		11		176		14		327		
:15	7		146		11		143		18		289		
:30	9		165		7		133		16		298		
:45	6	25	136	598	9	38	121	573	15	63	257	1171	
:00	20		128		6		132		26		260		
:15	5		141		9		117		14		258		
:30	5		126		6		115		11		241		
:45	3	33	135	530	11	32	130	494	14	65	265	1024	
:00	10		146		4		113		14		259		
:15	14		160		7		112		21		272		
:30	11		165		12		122		23		287		
:45	5	40	139	610	9	32	105	452	14	72	244	1062	
:00	18		132		4		126		22		258		
:15	10		154		14		102		24		256		
:30	11		167		18		129		29		296		
45	4	43	147	600	26	62	135	492	30	105	282	1092	
00	12		165		9		174		21		339		
15	11		160		21		111		32		271		
30	15		140		43		146		58		286		
45	18	56	125	590	36	109	110	541	54	165	235	1131	
00	25		84		37		81		62		165		
15	46		84		36		81		82		165		
30	54		94		70		65		124		159		
45	60	185	72	334	96	239	67	294	156	424	139	628	
00	88		81		74		63		162		144		
15	112		61		94		61		206		122		
30	132		59		87		58		219		117		
45	117	449	58	259	110	365	50	232	227	814	108	491	
00	101		60		82		63		183		123		
15	99		46		69		55		168		101		
30	84		40		97		38		181		78		
45	93	377	39	185	96	344	63	219	189	721	102	404	
00	115		48		89		50		204		98		
15	102		43		81		40		183		83		
30	133		43		85		32		218		75		
45	113	463	26	160	77	332	21	143	190	795	47	303	
00	115		20		102		23		217		43		
15	126		27		80		19		206		46		
30	123		17		81		25		204		42		
45	139	503	20	84	82	345	22	89	221	848	42	173	
00	119		9		97		9		216		18		
15	120		12		83		14		203		26		
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45	146	557	19	56	124	417	9	53	270	974	28	109	
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it %	54.2%		52.8%		45.7%		47.1%						
k Hour	11:00		04:30		11:00		12:30		11:00		04:30		
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.F.	.80		.95		.84		.82		.85		.87		

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ounted by:Ehim, Jtol
oard # :01506
ther :

CDS Associates, Inc.
11120 Kenwood Road
Cincinnati, Ohio 45242
(513) 791-1700

Site Code : 099002012017
Start Date: 06/30/99
File I.D. : SHRNVL17

reet name :Kemper Rd. Cross street:W of US 42 Direction 1 Page : 2

egin	<------ EB		------><------ WB		------><------Combined		------> Thursday			
ime	A.M.		P.M.		A.M.		P.M.		A.M.		P.M.	
2:00 07/01	14		113		2		111		16		224	
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2:30	6		108		4		98		10		206	
2:45	8	34	74	409	2	11	87	423	10	45	161	832
1:00	4		138		2		91		6		229	
1:15	4		115		1		116		5		231	
1:30	3		88		0		99		3		187	
1:45	9	20	90	431	3	6	94	400	12	26	184	831
2:00	3		87		4		88		7		175	
2:15	3		101		3		73		6		174	
2:30	6		102		7		76		13		178	
2:45	4	16	101	391	4	18	92	329	8	34	193	720
1:00	5		126		0		90		5		216	
1:15	6		102		3		102		9		204	
1:20	3		131		8		94		11		225	
1:45	5	19	96	455	5	16	80	366	10	35	176	821
1:00	5		129		6		95		11		224	
1:15	4		98		12		86		16		184	
1:30	4		126		19		81		23		207	
1:45	7	20	137	490	14	51	79	341	21	71	216	831
5:00	2		187		14		84		16		271	
5:15	6		151		21		91		27		242	
5:30	11		131		20		84		31		215	
5:45	19	38	86	555	34	89	77	336	53	127	163	891
6:00	19		72		29		80		48		152	
6:15	15		60		53		55		68		115	
6:30	22		59		60		72		82		131	
6:45	36	92	66	257	85	227	51	258	121	319	117	515
7:00	43		57		91		46		134		103	
7:15	59		55		105		46		164		101	
7:30	75		41		129		42		204		83	
7:45	74	251	40	193	121	446	40	174	195	697	80	367
8:00	65		48		82		36		147		84	
8:15	47		39		83		30		130		69	
8:30	50		38		87		27		137		65	
8:45	62	224	43	168	61	313	29	122	123	537	72	290
9:00	54		49		76		33		130		82	
9:15	62		31		65		15		127		46	
9:30	77		28		56		11		133		39	
9:45	54	247	16	124	63	260	12	71	117	507	28	195
0:00	58		19		60		15		118		34	
0:15	60		19		66		11		126		30	
0:30	64		12		54		8		118		20	
0:45	66	248	19	69	66	246	7	41	132	494	26	110
1:00	61		11		88		7		149		18	
1:15	66		9		75		9		141		18	
1:30	117		11		97		11		214		22	
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tals	1581		3578		2043		2892		3624		6470	
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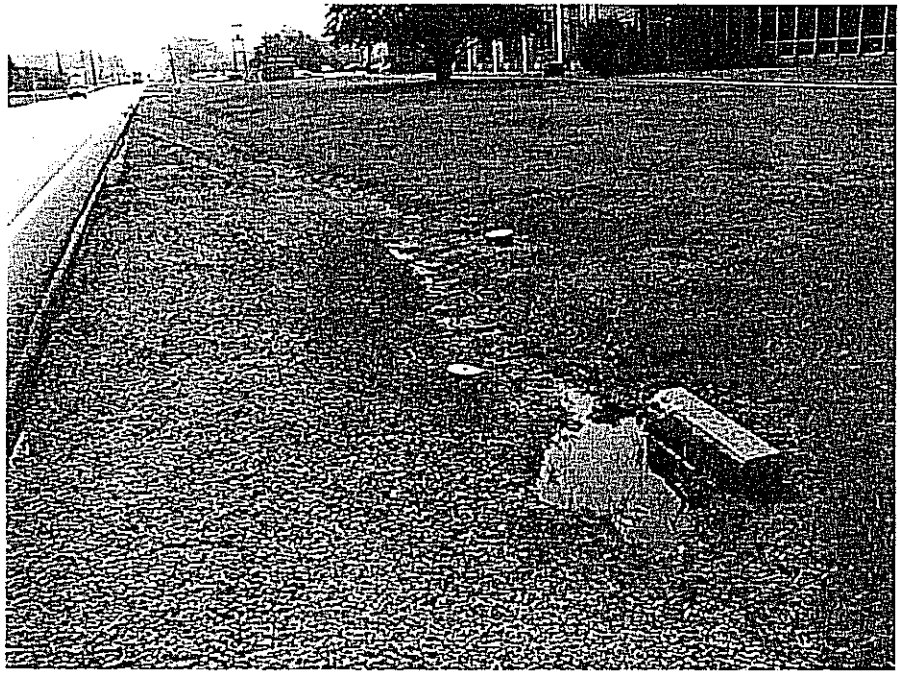
ak Hour	11:00		04:45		07:00		12:00		11:00		04:45	
lume	372		606		446		423		732		944	
H.F.	.72		.81		.86		.83		.80		.87	

KEMPER ROAD
CITY OF SHARONVILLE

Water ponding behind curb and roadway at corner of Kemper Warehouse drive.

KEMPER ROAD
CITY OF SHARONVILLE

Deteriorated storm pipe and headwall at driveway to Kemper Warehouse. Water ponds in front yard of Clarke Diesel.



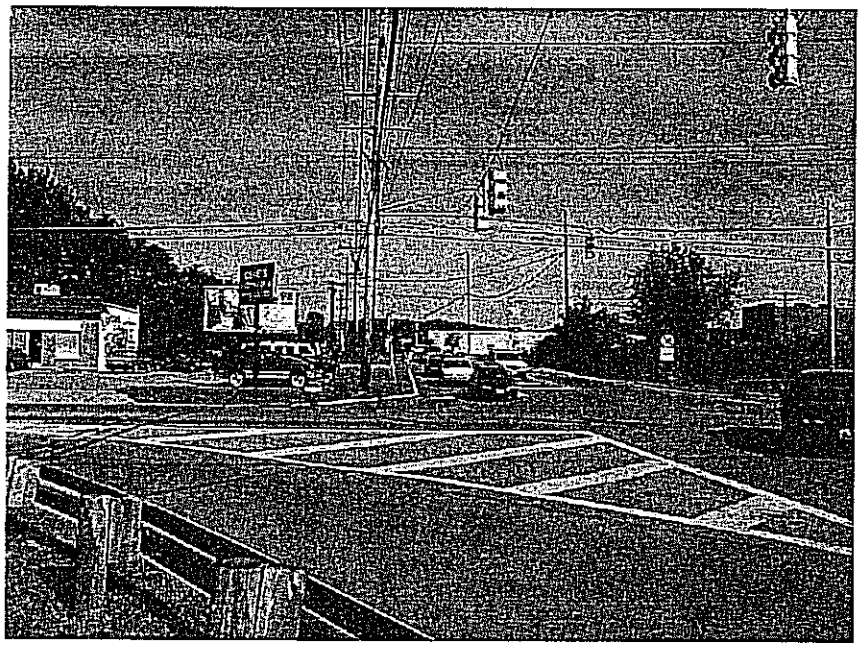
Clogged storm sewer in front of Adam Wholesalers. Water stands in swale following rainfalls.

KEMPER ROAD
(US 42 to Mosteller Road)

CITY OF SHARONVILLE

Kemper Road @ US 42

Looking west, east of US 42 (AM peak queues, westbound).

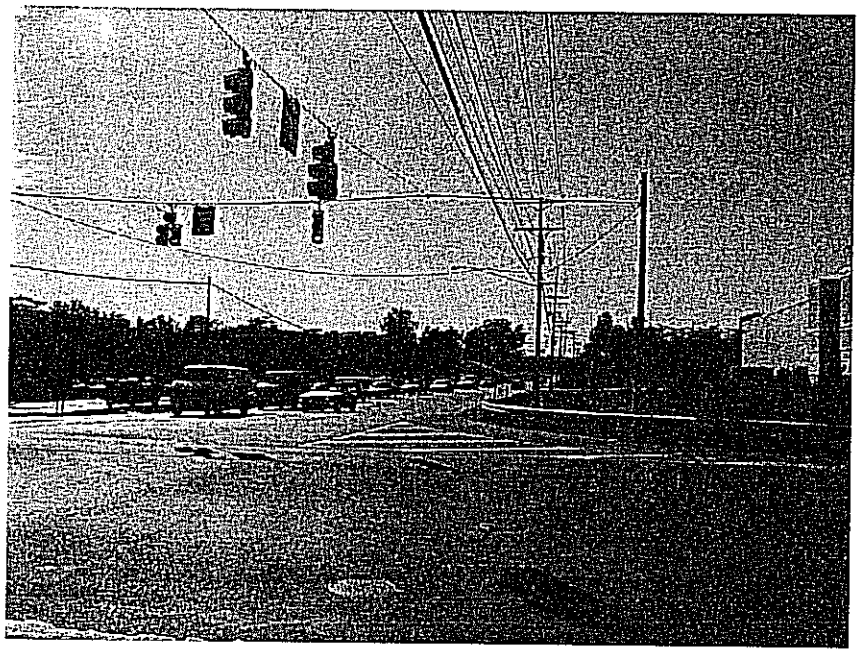


Kemper Road @ Reading Road

Looking east (PM peak queues, westbound).

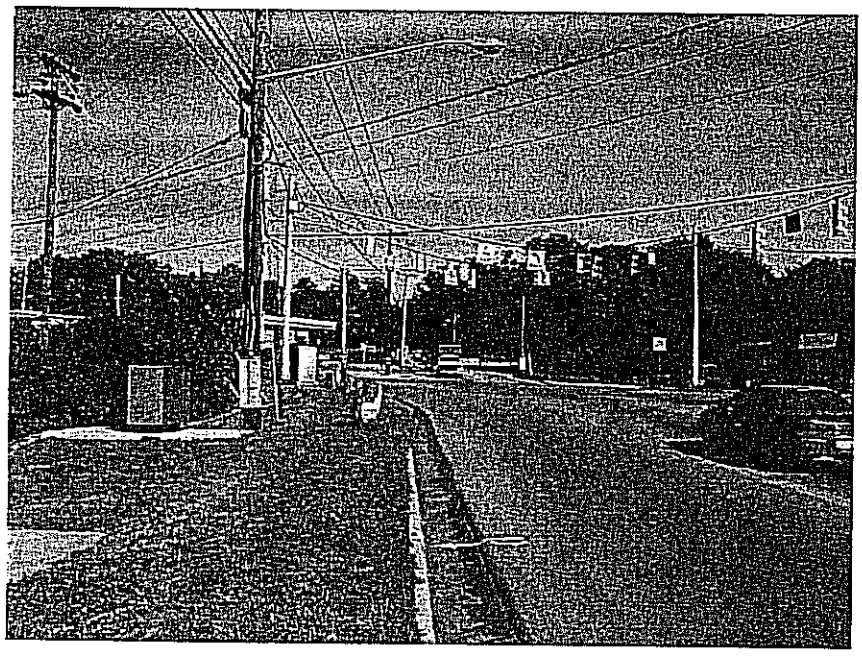
KEMPER ROAD
(US 42 to Mosteller Road)

CITY OF SHARONVILLE



Kemper Road @ Reading Road

Looking west (PM peak queues, eastbound).

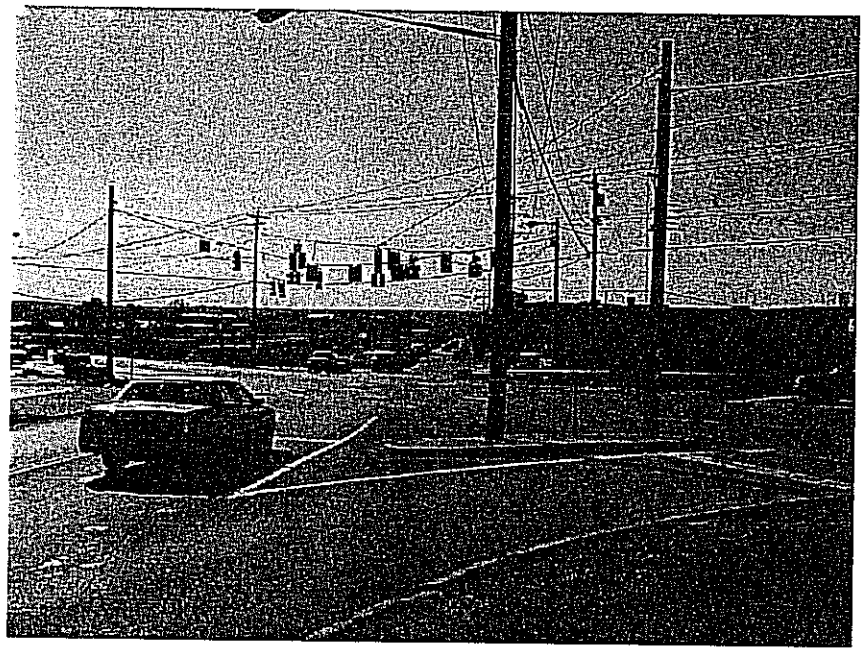


Kemper Road @ US 42

Looking east (PM queues, westbound).

KEMPER ROAD
(US 42 to Mosteller Road)

CITY OF SHARONVILLE



Kemper Road @ US 42

Looking west (PM peak queues, eastbound).

ADDITIONAL SUPPORT INFORMATION

For Program Year 2001 (July 1, 2001 through June 30, 2002), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural design elements such as widths, grades, curves, sight distances, drainage structures, etc.

The drainage system along Kemper is generally inadequate and in poor condition. Between Mosteller and Reading the system consists mainly of roadside ditches with driveway culverts. A 48" to 54" shallow sewer in fair condition does exist east of Depot Drive on the north side. At some point it becomes a smaller stone box conduit of unknown origin and condition. For part of the distance between Reading Road and Rt. 42, there is a storm line on each side of the road. Some of the structures on these lines are deteriorating. Portions of this system may be re-used. Pavement condition is fair. Curb and gutter is non-existent and is needed for proper control of drainage and is appropriate for the developed nature of this corridor. Longitudinal slope is very flat in some areas and slight profile modification will be necessary to facilitate proper drainage.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

There are a number of driveways along Kemper Road. There is also a heavy volume of truck traffic due to the commercial and industrial businesses in the area. This combination creates a safety hazard as vehicles turning left into any of these drives can back up traffic as they do not currently have a dedicated lane for turning left. Also, this situation seriously reduces capacity at the peak hour. The addition of the two-way left turn lane will alleviate this scenario as left turns into drives can be completed without hindering through traffic. ~~The bike path will provide a safe route for bicyclists to travel from Mosteller to U.S. 42 and is part of Sharonville's long range goal of creating a bikeway system within the City.~~ Kemper Road, via the interchanges of Rt. 42 and Mosteller also provides an alternate route for emergency vehicles to reach accidents on I-275. Since many motorists use Kemper Road as a bypass when there is an accident of I-275, the third land will enhance its use as an emergency vehicle route.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The improved storm sewer system will reduce ponding along the Kemper Road corridor by eliminating the roadside ditches. The curb and gutter aids in routing drainage to a proper outflow point. These improvements will eliminate current nuisance conditions and provide a slight improvement in the health of the service area.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Kemper Road Widening, Mosteller to U.S. 42

Priority 2 _____

Priority 3 _____

Priority 4 _____

Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes_____ If yes, what user fees and/or assessments will be utilized?

_____

_____

_____

_____

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

This segment of the Kemper Road corridor is essentially fully developed although some redevelopment and expansion of existing properties continue to occur. Some of these are: redevelopment and expansion of the Continental Can property at Kemper and Mosteller; new industrial facility behind the Adam Wholesalers site; two new distributorships at the northwest corner of Kemper and Reading; redevelopment and expansion of the old DuBois Chemical facility; redevelopment of Durkee Foods (42 and Kemper) into office complex; and the pending redevelopment of the Green Industries property (a Brownfields site). These, along with continuing development in the surrounding areas has greatly increased the traffic through the project area. Current ADT's are 13,812 west of Reading Road and 10,094 east of Reading, versus 1988 ADT's of 12,076 and 7,993, respectively, representing increases of 14% and 26%. The proposed project will help support the growth that has taken place and enable it to continue.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 6 of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

The City of Sharonville has also applied for a grant of $110,310,000 from Municipal Road Funds as an additional 5% local share toward the State Capital Improvement Program funding application for a total local share of 50% (see attached MRF Application).

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

The section of Kemper Road between U.S. 42 and Mosteller Road is a two-lane roadway with numerous driveways located on either side. There are no dedicated left turn bays on this sketch except at the intersection of Reading and U.S. 42. Due to the nature of the developments along Kemper Road being primarily industrial, there is a significant volume of truck traffic. Vehicles entering / exiting these driveways often encounter unsafe conditions due to conflicts with through traffic on Kemper Road, in addition to creating long backups on Kemper Road. The provision of a center two-way left-turn lane will help alleviate this situation by providing a dedicated lane for the vehicles entering / exiting these driveways. Also, a left turn bay will be added east of Rt. 42 to eliminate the east-west split phase signal operation and improve the intersection efficiency.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS N/A Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

There are no procedures in the Highway Capacity manual to evaluate the capacity of a three-lane roadway with a center two-way left-turn lane. There are about 30 driveways on a 1.5 mile stretch of Kemper Road between Mosteller and U.S. 42. The provision of a center two-way left-turn lane will provide a safe area for all turning vehicles in/out of these driveways in turn reducing delays / backups on Kemper Road.

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 2

a.) Are preliminary plans or engineering completed? Yes x No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No x N/A _____

c.) Are all utility coordination's completed? Yes _____ No x N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No x N/A _____

If no, how many parcels needed for project? 18 Of these, how many are: Takes 18
Temporary 10
Permanent 8

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

Right-of-way plans being developed with the detailed plans. Acquisition of permanent takes and temporary construction easements will take place from February thru May of 2001, as noted in the schedule in the OPWC Application.

e.) Give an estimate of time needed to complete any item above not yet completed. Detailed Construction Plans - 4 months. Utility coordination concurrent with detail plan preparation. Right-of-way acquisition 5 months following detailed plans. Time based on schedule contained in OPWC Application.

11) Does the infrastructure have regional impact?

Kemper Road is an east-west arterial through the middle of Sharonville and except for I-275 is the only east-west road that continues all the way through the City. Immediately west of Sharonville, Kemper Road provides access to the Tri-County retail, commercial and office area in the City of Springdale. To the east, it services the expanding office developments in Sharonville as well as Sycamore and Symmes Townships. This section of Kemper Road also provides access to I-275 via interchanges on Mosteller Road at the west end of the project and Rt. 42 at the eastern project limit. The portion of Kemper Road being considered serves residents and businesses in the Cities of Sharonville and Springdale, as well as Sycamore and Symmes Townships.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes_____ No_____ N/A__x____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT _____ x 1.20 = _____ Users
13,812 west of Reading and 10,094, east of Reading 16,574 west of Reading and 12,113, east of Reading
Water / Sewer: Homes _____ x 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5.00 plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.

Operational $5.00 License Tax ____YES____ Specify type Permissive Motor Vehicle License Fee
Infrastructure Levy _____ Specify type _____
Facility Users Fee _____ Specify type _____
Dedicated Tax _____ Specify type _____
Other Fee, Levy or Tax _____ Specify type _____

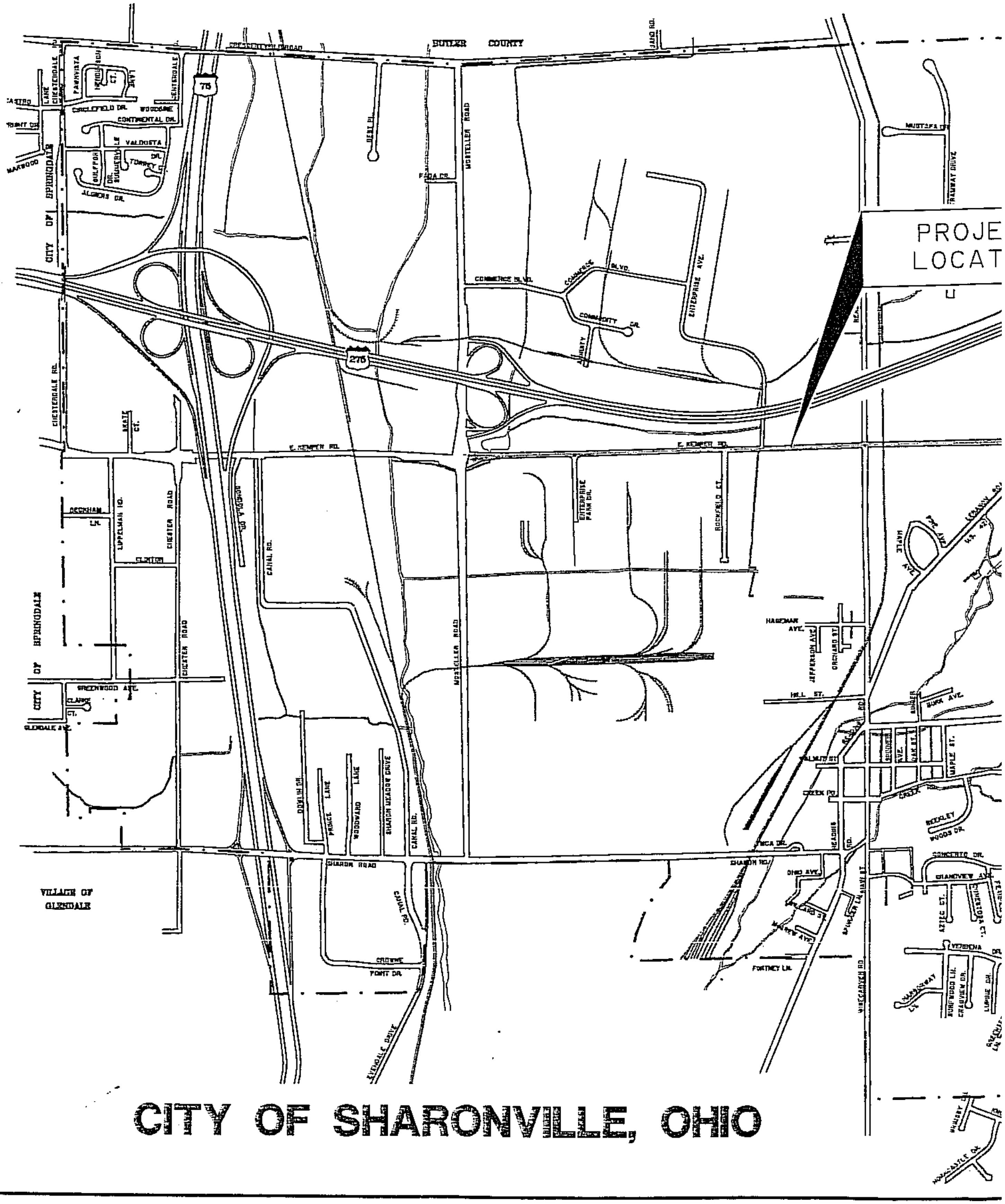
ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2001
ROUND 15

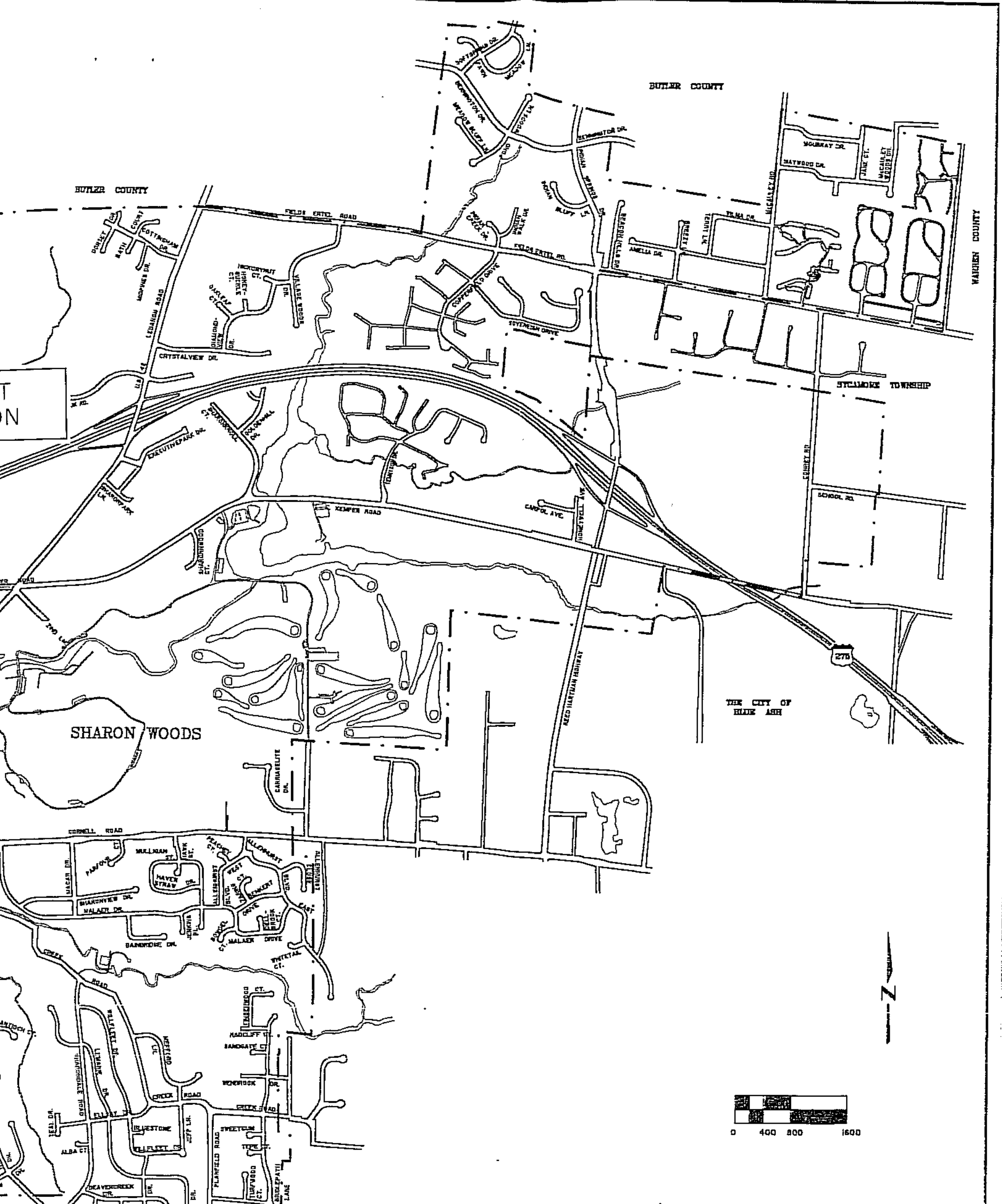
Name of Jurisdiction: **CITY OF SHARONVILLE**

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

Priority	Name of Project (as listed on the application)
1	**EAST KEMPER ROAD (Mosteller Road to U.S. 42)**
2	
3	
4	
5	



CITY OF SHARONVILLE, OHIO



SCALE 1"=800'	**CDS** ASSOCIATES INC.	JOB 94002
DATE 2/10/94	engineers architects planners	DRAWN BY TGRA/BVAL
REVISION	11120 KENWOOD ROAD CINCINNATI, OHIO 45242 513-791-1700	DESIGNED BY
FILE	© 1994 CDS ASSOCIATES, INC.	SHEET

SCIP/LTIP PROGRAM
ROUND 15 - PROGRAM YEAR 2001
PROJECT SELECTION CRITERIA
JULY 1, 2001 TO JUNE 30, 2002

NAME OF APPLICANT: SHARONVILLE

NAME OF PROJECT: E. KEMPER ROAD

RATING TEAM: 1

NOTE: *See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.*

CIRCLE THE APPROPRIATE RATING

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
(0) Good or Better

Appeal Score _____

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) Minimal importance
0 - No measurable impact

No docs

Appeal Score _____

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
(10) Minimal importance
(0) - No measurable impact

No docs

Appeal Score _____

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

(25) - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

5) Will the completed project generate user fees or assessments?

(10) – No
0 – Yes

Appeal Score _____

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

Appeal Score ____________

10 – The project will <u>directly</u> secure <u>significant</u> new employment
7 - The project will <u>directly</u> secure new employment
5 – The project will secure new employment
(3) – The project will permit more development
0 – The project will not impact development

7) Matching Funds - <u>LOCAL</u>

10 - This project is a loan or credit enhancement
10 – 50% or higher
(8) – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

8) Matching Funds - <u>OTHER</u>

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
(1) – 1% to 9.99%
0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? (See Addendum for definitions)

Appeal Score ____________

10 - Project design is for future demand.
(8) - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

Fully developed but will help meet future need of [illegible] expansions.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

(5) - Will be under contract by December 31, 2001 and no delinquent projects in Rounds 12 & 13
3 - Will be under contract by March 31, 2002 and/or one delinquent project in Rounds 12 & 13
0 - Will not be under contract by March 31, 2002 and/or more than one delinquent project in Rounds 12 & 13

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)

Appeal Score ____________

10 - Major impact
(8) -
6 - Moderate impact
4 -
2 - Minimal or no impact

MULTI-JURISDICTIONAL
CONNECTS W SR 42

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
(2) Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
(0) Less than 20% reduction in legal load

Appeal Score _____

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
(8) 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

13,148

Appeal Score _____

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above
(3) One of the above
0 - None of the above

$5.00

Appeal Score _____

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

Criterion 2 – Safety

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non-functioning hydrants, increasing capacity to a water system, etc. Documentation is required.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 3 – Health

The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.**

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.
Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes
Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.